City of Lafayette Staff Report

For:	City Council
By:	Leah C. Greenblat, Transportation Planner
Date Written:	February 27, 2008
Meeting Date:	March 10, 2008
Subject:	Request to Sign & Stripe Trail Crossing on Glenside Drive (South)

Introduction / Discussion

At its February 19, 2008 meeting, the Circulation Commission considered a request to review pedestrian safety at the trail crossing on Glenside Drive (South) between Burton Drive and St. Mary's Road. The staff report is attached. After listening to public comments and discussing the matter, the Commission unanimously supported the staff recommendation to request the Council to install signing and striping improvements at the Lafayette-Moraga Trail crossing on Glenside Drive, south, draft minutes attached. The new signing and striping would be similar in concept to the treatment recently used at the Lafayette-Moraga Trail crossing of St. Mary's Road near Florence Drive.

Fiscal Impact

Public Works Services Division staff estimates the installation cost to be approximately $1040 which can be accommodated within the existing Traffic Maintenance budget. The on-going annual replacement cost is estimated at approximately $99.

Recommendation

Direct Public Works Services Division staff to implement signing and striping improvements for the Lafayette-Moraga Trail crossing of Glenside Drive between Burton Drive and St. Mary's Road.

Attachments

1. February 13, 2008 staff report
2. Excerpt of draft Circulation Commission meeting minutes

c:\users\lgreenblat\documents\leah's work files\circulation commission\reports to council\2008\glenside south trail xing.doc

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City of Lafayette Staff Report

For:	Circulation Commission
By:	Leah C. Greenblat, Transportation Planner
Date Written:	February 13, 2008
Meeting Date:	February 19, 2008
Subject:	Request to Sign and Stripe Trail Crossing on Glenside Drive (South)

Introduction

The City of Lafayette received a request to review the pedestrian safety at the trail crossing on Glenside Drive (South). Staff requested Chuck DeLeuw, Consulting Traffic Engineer, to review the location and prepare a report, attached. Staff recommends striping and signing improvements similar to those installed at the trail crossing on St. Mary's Road at Florence Drive further to the south.

Discussion

Glenside Drive South is a two lane arterial that serves as a primary route to and from Burton Valley and the Town of Moraga. The Lafayette-Moraga Trail crosses Glenside Drive South midblock between St. Mary's Road and Burton Drive. A swim club is located on the north side between St. Mary's Road and the trail. A church is located on the south side of the street between the trail and Burton Drive. When hosting events, both facilities generate in and out turning movements from their driveways near the trail crossing.

In the last three years there have been no reported collisions at this location, yet staff often receives public comments regarding the safety of this trail crossing. The trail is a heavily used facility serving local and regional pedestrians and bicyclists. It is also used by students at Burton Valley Elementary and Stanley Middle Schools.

In 2005, the City Council agreed to implement the Commission's recommendation to install signing and striping improvements on St. Mary's Road at the trail crossing near Florence Drive and at the Community Center driveway crosswalk.

The signage and striping details used at the Florence Drive location were from the recently updated Caltrans California Manual of Uniform Traffic Control Devices (CA

ITEM 5.A.1

MUTCD) standards, excerpt attached. Staff has received several comments from members of the public who noted a positive change in behavior associated with those enhancements.

Mr. DeLeuw and staff recommend making similar striping and signing changes at the subject location. This modification, in addition to further emphasizing the trail crossing, will also advise drivers to yield to pedestrians by stopping further away from the crosswalk; thus potentially improving safety and creating a more comfortable environment for pedestrians.

The in-street Yield to Pedestrian paddle installed at the Community Center's driveway crosswalk has repeatedly been hit and run over. Based on the feedback we have received, staff believes these incidents to be deliberate acts of vandalism by young drivers due to its location in an area that is relatively isolated late at night. Given the City's unfavorable maintenance experience with the paddle at the Community Center driveway, staff and Mr. DeLeuw do not recommend the installation of a similar device on Glenside Drive at this time.

Fiscal Impact

Public Works Services Division is developing a cost estimate that staff will provide to the Commission at its meeting.

Recommendation

1. Forward a recommendation to City Council to install signing and striping improvements at the Lafayette-Moraga Trail crossing on Glenside Drive, south.

Attachments

1. Completed Transportation Action Request
2. February 13, 2008 memo from Chuck DeLeuw
3. Caltrans design standard, excerpt

c:\users\lgreenblat\documents\leah's work files\circulation commission\staff reports\2008\glenside s trail xing.doc

RECEIVED

OCT 19 2007

CITY OF LAFAYETTE
ENGINEERING DEPT.

CITY OF LAFAYETTE
Transportation Action Request Form

Before filling out this form, read the back of this sheet. Please print. Return form to:
Engineering Services Division, City of Lafayette, 3675 Mt. Diablo Blvd. Ste. 210, Lafayette, CA 94549

Name ROBERT R. VALENTINE Organization (if applicable) _____

Date 10-17-07 Day Tel. (925) 284-5916 Eve. Tel. (___) _____ E-mail _____

Mailing Address 545 SILVERADO DRIVE City LAFAYETTE ZIP 94549

Location of Problem (Give street name and cross street or other locational information.) Please include a simple map showing the location.

CROSS WALK-IO-ON GLENSIDE BETWEEN ST MARYS ROAD & BURTON DRIVE.

Description of Problem (speed, sight distance, traffic signal, crosswalk, bike lanes, walkways, on-street parking, etc.) Attach a sketch, if needed, to clarify the problem.

FOR SOME REASON, THIS IS THE MOST DANGEROUS CROSS WALK ON THE LAFAYETTE/MORAGA TRAIL

Suggested Change or Improvement (signs, guard rails, traffic signal, pruning, pavement marking, speed enforcement, prohibit parking, etc.)

THE GLENSIDE CROSS WALK NEEDS THE VERTICAL SIGN IN THE MIDDLE OF THE STREET SIMILAR TO THE ONE AT THE COMMUNITY CENTER CROSS WALK ON ST MARYS ROAD.

θ Location Map Attached θ Sketch of Problem Area Attached θ Petition Attached (if required)

FOR STAFF USE ONLY Date Received _____ Tracking Number _____

Staff Review Action: θ Administrative θ Forward for Engineer Review θ Forward to Circulation Commission

Action Taken: θ Staff Action θ Circulation Commission Action θ City Council Action

W/O Requested on: _____ Applicant Notified of Outcome: _____ Completed on: _____

Form: Revised 08/2005

IT MAKES ME AND SHARD MAKE YA VERY NERVOUS AS IF IT IS JUST AN ACCIDENT WAITING TO Happen.

Regards,

BOB VALENTINE

284-5916

Robert R. Valentine
545 Silverado Drive
Lafayette, Ca 94549

MEMO FROM R. R. VALENTINE 10-17-07

LEON,

ATTACHED IS THE CROSS WALK I.D. problem I WOULD like to DISCUSS WITH YOU.

I USE IT TWICE A DAY. ON TWO OCCASIONS, I HAVE ALMOST BEEN A BUSTED UP PEDESTRIAN.

ALL THE STANLEY SCHOOL KIDS USE THIS CROSSWALK ON THEIR WAY TO AND FROM SCHOOL.

VOLVO WHITE

OVER, ↓

CBD
2/12/08

MEMORANDUM

TO: LEAH GREENBLAT, TRANSPORTATION PLANNER
FROM: CHUCK DELEUW, TRAFFIC ENGINEER
SUBJECT: MID-BLOCK TRAIL CROSSWALK ON GLENSIDE DRIVE BETWEEN ST. MARYS ROAD AND BURTON DRIVE

AS REQUESTED I HAVE REVIEWED THE SUBJECT CROSSWALK BASED ON THE TRANSPORTATION ACTION REQUEST FORM SUBMITTED BY ROBERT VALENTINE. CURRENTLY, THE CROSSWALK IS STRIPED WITH WHITE DIAGONAL LINES BETWEEN TWO PARALLEL LINES. PED XING PAVEMENT MARKINGS ARE MARKED IN THE TRAVEL LANE FACING DRIVERS APPROACHING THE CROSSWALK. ADVANCE TRAIL XING SIGNS ARE ALSO PRESENT. ALL-WAY STOP SIGNS CONTROL THE ADJACENT INTERSECTIONS OF GLENSIDE/ST. MARYS AND GLENSIDE/BURTON. THE LAFAYETTE CHRISTIAN CHURCH AND THE LAS TRAMPAS SWIM CLUB BOTH HAVE DRIVEWAY ACCESS ALONG THIS BLOCK OF GLENSIDE. GLENSIDE IS A BUSY STREET SERVING NEIGHBORHOOD AS WELL AS THROUGH TRAFFIC. TRAIL USERS ARE FACED WITH A STOP SIGN AS THEY ARRIVE AT THE MID-BLOCK CROSSING. THE TRAIL SERVES BICYCLISTS AND PEDESTRIANS OF ALL AGES AND DEGREES OF EXPERIENCE AND CROSSING BEHAVIOR RANGES FROM NON-STOP TO VERY HESISTANT. DRIVER BEHAVIOR ALSO VARIES FROM SLOW TO YIELD RIGHT OF WAY TO PERSONS AT THE CROSSWALK TO THOSE WHO READILY GIVE CROSSWALK USERS A BREAK.

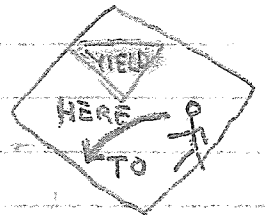
I BELIEVE THAT ADDITIONAL SIGNING WOULD BE USEFUL TO EMPHASIZE THE MID-BLOCK CROSSWALK AND THEREBY REDUCE POTENTIAL CONFLICTS. THE TRAIL CROSSING SIGNING AND PAVEMENT MARKING

MID-BLOCK TRAIL CROSSING ON GLENSIDE DRIVE (CONT.)

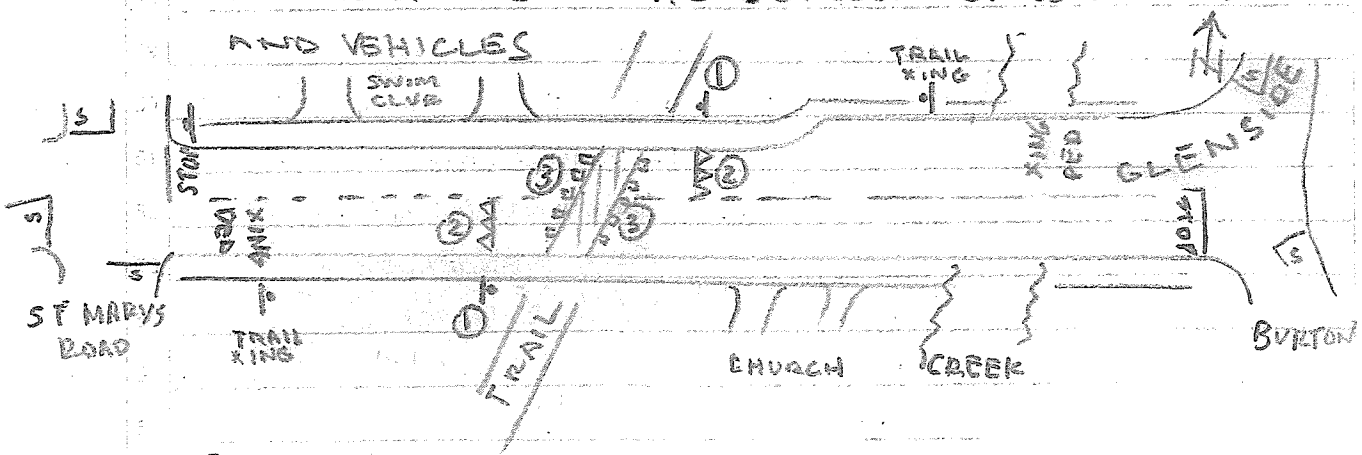
CSD
2/13/78

APPEARS TO HAVE IMPROVED THAT BUSY MID-BLOCK CROSSING. THEREFORE, I HAVE THE FOLLOWING RECOMMENDATIONS FOR THE MID-BLOCK TRAIL CROSSING AT GLENSIDE BETWEEN ST. MARYS ROAD AND BURTON:

1. INSTALL YIELD HERE TO PEDESTRIAN SIGNS ALONG BOTH SIDES OF GLENSIDE ABOUT 20 FEET PRIOR TO THE CROSSWALK



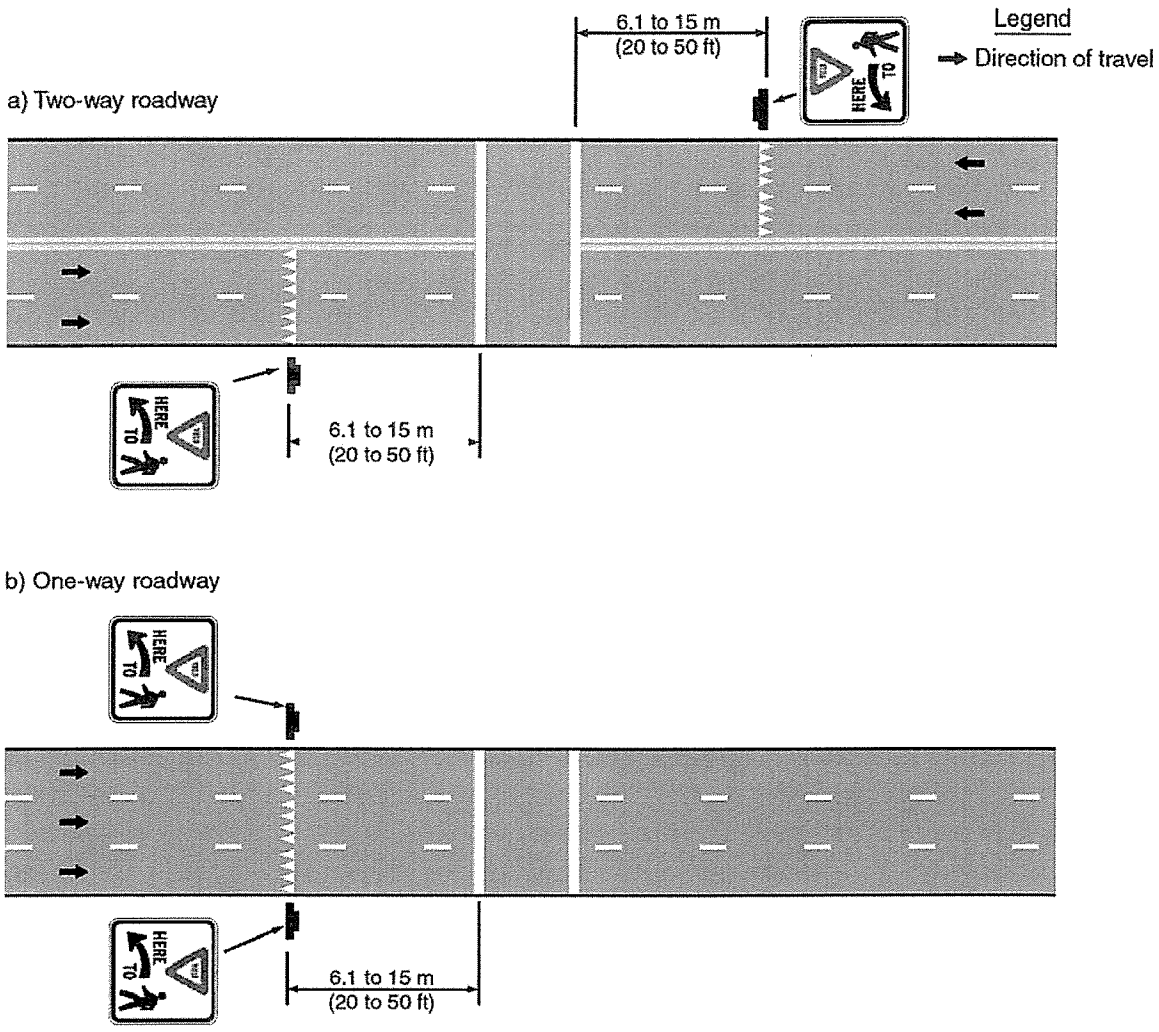
2. INSTALL A YIELD LIMIT LINE COMPOSED OF TRIANGULAR MARKING FACING VEHICLES APPROACHING THE MID-BLOCK CROSSING. THE LIMIT LINES ARE HELPFUL TO DEFINE A CLEARANCE ZONE BETWEEN CROSSWALK USERS AND VEHICLES



3. INSTALL CLEAR REFLECTIVE RAISED PAVEMENT MARKERS ALONG THE PARALLEL CROSSWALK LINES TO FURTHER ENHANCE THE CROSSING.

4. IF FOR SOME REASON THE ABOVE RECOMMENDATIONS ARE NOT APPROVED, AN ALTERNATIVE WOULD BE TO INSTALL PED X'ING SIGNS AND DIAGONAL ARROW SIGN AT THE CROSSWALK FACING APPROACHING

Figure 3B-15. Examples of Yield Lines at Unsignalized Midblock Crosswalks



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found out that her husband's no vote did not count in terms of disapproval of the abutting device because only property owners' votes were counted for that purpose and she is the sole owner of the property. They should put pinch points in front of someone's house that wants them.

Commissioner Poling moved and Vice Chair Hughes seconded approval of the minutes of the February 4, 2008 Circulation Commission as amended. The motion was approved with Commissioner Wood abstaining.

4. Public Comments

There was no public comment on an item not on the agenda.

5. New Business

a. Request to Improve Trail Crossing at Glenside Drive (South)

Ms. Greenblat reported that the City received a request to look at the trail crossing at Glenside Drive South midblock between St. Mary's Road and Burton Drive. Staff recommends similar signing and striping improvements as were installed on St. Mary's Road at the trail crossing near Florence Drive and at the Community Center driveway crosswalk. These included advance yield triangles on the ground and pedestrian crossing signs at the crosswalk. As the City has experienced a number of what is believed to be deliberate vandalism incidents with the Yield to Pedestrian paddle installed at the Community Center's driveway, staff is not recommending the placement of a similar device on Glenside Drive. Staff is requesting the Commission forward a recommendation to Council to install signing and striping improvements at the Lafayette-Moraga Trail crossing on Glenside Drive, south, as outlined in Mr. DeLeuw's memo of February 12, 2008.

The Commission was handed out an email from Commissioner Sevilla with her comments on this item as well as 5.b.

Commissioner Holit asked if the existing trail stop signs on both sides would remain on the trail.

Mr. DeLeuw answered that yes, the small stop signs would remain on the trail.

Commissioner Holit asked if the existing painted lines would remain where they are.

Mr. DeLeuw replied that they would but that lines would be added to the outside edges.

Chair Ross opened the meeting to public comment on this item.

Bob Valentine said he has walked that trail for 30 years and in his experience this is the most dangerous part of the trail. He thinks this is because there is such a narrow span between one stop sign and the next. He has almost been hit twice. He wanted a vertical sign because it makes people think but would agree with staff's recommendations.

Chair Ross closed the meeting to public comment on this item.

Commissioner Wood said that she agreed with the speaker about the danger of this crossing.

Commissioner Holit said he understands the speaker's concerns. He would agree to the installations as recommended by Mr. DeLeuw.

Vice Chair Hughes said he had mixed emotions about the paddle and feels it constricts the walkway, making it a potential hazard. He supports Mr. DeLeuw's recommendations.

Commissioner Poling said she supports staff's recommendation also. She is familiar with the area and the angle of the crossing. This is a high traffic section of road and some safety measures are needed. The triangles would be visible along with signs. She feels a paddle could be easily hit and is probably not something to try at this location.

Vice Chair Hughes said that a trail crossing sign in the westbound direction seemed useless.

Mr. DeLeuw responded that all signs that are currently in place would be left there along with the additional signs.

Chair Ross said he supports staff's recommendations.

Commissioner Holit asked if there would be a benefit to having signs on both sides of the road in both directions as this might alert someone coming down the trail to the crosswalk.

Mr. DeLeuw said he believes his recommendations will work the way they are. He feels another sign on the other side of the road would seem strange on a 2-way road and would not recommend doing this. As far as raised joint markers as suggested by Vice Chair Hughes, Mr. DeLeuw did not think they would be noticed.

Mr. Clarkson said that cars do stop on St. Mary's because of the striping that was installed.

Vice Chair Hughes moved and Commissioner Wood seconded to forward a recommendation to Council to install signing and striping improvements at the Lafayette-Moraga Trail crossing on Glenside Drive, south as outlined in Mr. DeLeuw's memo of February 12, 2008. The motion was approved by unanimous voice vote.

Ms. Greenblat said this would next go to Council within the next month. As this item would not be re-noticed, interested parties could contact Ms. Greenblat for the exact date when it will go to Council, and that this item will likely be on the Consent Calendar.

b. Consideration of Using Yellow-Green Colored, In-Road, Crosswalk Paddles

Ms. Greenblat said that in August 2000, the Circulation Commission recommended the use of fluorescent yellow-green pedestrian crossing signs. Council directed staff to only use these yellow-green signs at school crossing locations. The standard for California now is the fluorescent yellow-green color scheme on crosswalk paddles. Signs for paddles that are installed outside of school zones in Lafayette must be specially made. The vendor must retrofit the factory units to meet the City's specifications, which affects the signs' durability and resulted in more frequent replacement of the signs. There is also a delay in getting the signs made. Staff is recommending that since the fluorescent yellow-green paddle signs which are now the standard in California, cost less than retrofitting the signs, and are more durable and longer lasting, that Council modify its existing policy and permit the use of the fluorescent yellow-green paddles signs throughout the City.

There was no public comment on this item.

Commissioner Poling asked about the maintenance issue with the signs.

Ms. Greenblat replied that the paddles are made of plastic and the yellow reflective material used to retrofit the sign is designed to adhere to metal and not plastic. Consequently, the material does not stick as well.

Commissioner Poling asked if these sign changes were intended just for paddles and not other pedestrian signs.